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SELECTED SOVIET MILITARY TRANSLATIONS

(Recent Events in the Soviet Navy)

No. 61

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## FOREWORD

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[Following is a translation of selected articles from various issues of the Russian-language newspapers and journals Voyennyye Znaniya [Military Information], Sovetskiy Voin [Soviet Warrior], and Krasnaya Zvezda [Red Star]. Date of issue, page, and author, if any, are given under individual article headings.]

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## WITH THE BUILDERS OF PLASTIC SHIPS

Following is the translation of an article by  
N. Bolgarov in Voyennyye Znaniya, No. 8, Moscow,  
August 1960, pages 20-21.

Soviet designers and shipbuilders are persistently searching for new materials that would permit an acceleration of the shipbuilding process along with a decrease in costs. Two years ago visitors to the All-Union Industrial Exhibition admired a plastic boat that could not sink no matter how waterlogged it got. After a short period of time a passenger motor launch set out on its maiden voyage. At the present time the first cargo motor ship made of plastic is in regular service.

The most striking thing in a plastic vessel is its good looking shape and a smoothly polished hull. The most surprising fact is that this hull was never touched by either a lathe cutter or by the brush of a painter. Such a surface is obtained directly in the process of the vessel's "birth" and is preserved for decades. The hull of a plastic vessel is immune to corrosion, which is the scourge of any steel vessel. The hull is just as durable as a steel one and is three times lighter.

The building of a ship out of plastic is a new page in the glorious history of our domestic shipbuilding.

The very first acquaintance with this interesting and peculiar type of production at the Moscow plant imeni M. I. Kalinina considerably impressed us: everything that we saw was so new and marvelous.

Let us, for instance, take the materials used in the building of a plastic motor ship. Everyone knows how important the strength of its hull is. Suddenly we are told that the basis for building a hull for a plastic vessel is ... glass. Up until now we were always accustomed to regard glass as a fragile material, which shatters easily from the least shock. How can it be used for the building of a ship's hull?

It turns out that it is possible and with good results. It is merely necessary to stretch ordinary glass into the finest fiber. A mass of such intertwined fibers will no longer be fragile, but a material possessing adequate strength. We were shown the glass fiber at the plant--shiny and shaggy like felt.

You will be even more surprised, we were told, to know that the

raw material used to obtain the other substance, polyether resin, is furfural which is manufactured out of ... corn cobs or reed. After the glass fiber is saturated with polyether resin a reinforced plastic is produced called glass plastic. It serves as the basic material for the construction of the hull for the plastic vessel.

In its strength glass plastic surpasses common carbon steel, and the elastic resins give it good resilient properties. Glass plastic is a valuable replacement for steel and is a strong structural material, and, most important, vessels built out of glass plastic may be given any shape.

Another remarkable material is used in shipbuilding--plastic foam. It is obtained from another plastic, polystyrene. By introducing a certain substance into polystyrene, which generates gas when heated, a great number of tiny pits are formed in the plastic. A new type of matter is thus born, which resembles hardened foam. Hence its name, plastic foam.

Plastic foam is seven hundred times lighter than steel, one hundred times lighter than water and thirty times lighter than cork. That is why the plastic boat failed to sink despite the fact that it was filled with water to the brim and eight hefty divers were sitting in it. Such buoyancy was made possible by the plastic foam, which was enclosed between the external and internal lining of the hull. Plastic foam is a very poor conductor of heat and sound. Therefore it is also used for insulating the vessel's hull.

All this indicates the advanced nature of synthetic chemistry. It seems that only a short time ago plastic materials were seen merely as substitutes, and the word "substitute" to many meant something that is second rate. Synthetic materials were primarily used to manufacture items of household use and minor products for industry. In recent years our country achieved remarkable successes in the production of synthetic materials and plastics.

We were convinced of this at the plant imeni M. I. Kalinina after the very first acquaintance with the "miracles" of chemistry. But new surprises were awaiting us. On entering the workshop, where the plastic motor ship was under construction, we were impressed with silence that is most unusual in the shipbuilding industry. Anyone who has visited an assembly-welding shop of an ordinary shipbuilding plant, knows what a bewildering impression is created for an uninitiated person by the rattle of the pneumatic tools, the noise of the lathes and presses, the rattle of metal and the blinding flashes of the electric welders. The plastic shipbuilding workshop has nothing of the kind. Here the workers are dealing not with pneumatic tools or lathes or metal but with brushes for glue, containers of resin and large sheets of the shiny glass fiber.

I want to show you our system of production from the very beginning, we were told by P. Kisel', the director of the work section--let us go where the plastic motor ship is being born.

We proceed to the mould-loft. The layout of the plastic ship according to the theoretical blueprint does not differ at all from one

that is used in the building of a steel ship. I. Alekseyev, the mould-loft marker, however, directs our attention at the unusual structural simplicity of the plastic motor ship.

This, points out the old marker, considerably facilitates the technical aspect of building a ship out of plastic. In building a hull for a steel ship, many of its parts undergo several consecutive operations: straightening, cutting, the preparation of the edges for welding as well as other operations. Then the various sections of the ship were assembled out of the processed parts and welded together into sections and blocks which were then joined together by electric welding into a whole hull. There is no need for the processing and assembly of parts into blocks and sections in the building of a plastic ship. The hull blocks of such a ship are formed in one piece in special moulds--matrices. It is first, however, necessary to build a wooden dummy of the block in natural size. The hull of a lifeboat was moulded in one piece in the matrix. Therefore we prepared only a single dummy for it. The motor ship, however, is five times longer than a lifeboat. A single dummy for it would be a rather complex and bulky structure. It was necessary to construct several dummies according to the number of hull blocks--including the main hull with the forecastle, the upper deck with the wheelhouse and the forecastle deck. These are, so to speak, the main dummies. In addition to them it is also necessary to construct dummies for the cross bulkheads as well as for certain items of the ship's fittings, including benches for the living quarters.

How are the hull blocks for a motor ship moulded? We got an answer to this question after returning to the assembly shop, where the moulding of a hull for the motor ship was in process. First a matrix was constructed on a dummy turned with the keel up. After that the block was made by using that matrix. The method for forming both the matrix and the block are similar. The formation is started with a coating of either the external surface of the dummy or the internal surface of the matrix with an insulation layer of polyvinyl alcohol. This is necessary in order to later be able to remove the completed matrix from the dummy or the molded block from the matrix without much effort. A layer of polyether resin and a sheet of glass fiber are applied alternately. Each sheet of glass fiber that is applied is carefully smoothed with special rollers. The overall thickness of the block plating after the glass fiber hardens is five to six millimeters. After the block is formed the bulk head, the bar keel and other sections of the hull assembly are mounted with synthetic cement. This cement is also used to join all the blocks together.

But where in the hull of the motor ship is the plastic foam? we asked the workers. We were shown one of the cross section ribs. It was completely molded into the hull and we did not see any plastic foam.

You will not see it, it was explained to us; the plastic foam is compressed in the glass plastic shell of the rib.

The other parts of the ship's hull are of the same construction. The building of a plastic ship may be accomplished by means of

the most perfected methods along with mechanization. The most widespread method is the vacuum method. This method uses both the matrices and the punch. The punch, in contrast with the matrix, is not an enveloping form but one which enters the matrix. How is the mechanized molding of the plastic ship accomplished?

The glass fiber is placed on the punch and the matrix on top of that. A gap is left between the matrix and the punch, equal to the thickness of the ship's hull plating. After that the air in the space left between the matrix and the punch is removed with a vacuum pump. This vacuum is then filled with polyether resin under pressure, which saturates the glass fiber. Heat is used to speed up the molding process. The vacuum method can only, of course, be used with serial production of plastic ships.

At the present time the problem hinges on a plastic lifeboat, a motor launch and a small motor ship designed for river navigation.

Such motor ships might become the basic type of vessel for the transportation of agricultural products on inland waterways. They may easily be shipped by railroad to any point in the country. The low cost of such a motor ship could permit the kolkhozes to use them.

But should the application of plastics be limited only to the building of small boats and river vessels? The designers and scientific workers engaged in river transport and in the shipbuilding industry state that in the near future it will be possible to build river and oceangoing ships of any size and designed for any purpose out of plastic.

At the present time a passenger ship is under construction out of plastic at one of the Moscow shipbuilding plants. It is approximately 25 meters long. A diesel engine of 150 horsepower will be installed on it. The ship will transport 65 passengers on every voyage. The ship is of a three layer design. Plastic foam is laid between the outer covers of the bottom and the sides of the ship.

The construction of the first plastic tanker, with a cargo capacity of 100 tons, will begin this year. It will be 32.5 meters long and 6.5 meters wide. M. Avrukh, chief design engineer at the plant and an indefatigable enthusiast of plastic shipbuilding, is in charge of designing the tanker.



## ARCTIC ICE BROKEN THROUGH

Following is the translation of an article by Engr-Capt 1st Rank L. Chernous'ko in Sovetskiy Voin, No. 20, Moscow, October 1960, pages 23-24.

The first atomic vessel in the world, "Lenin," which was built by the talents and selfless labor of our scientists, engineers and craftsmen, started its difficult, but well-respected service in the somber Arctic. During the summer the atomic ice-breaker "Lenin" completed its first Arctic run. Scientists and sailors conducted scientific research work, studied the nature of ice conditions on the eve of the Arctic voyage and tested the atomic flagship in the ice of the high latitudes of the North Arctic Ocean.

Everything on the vessel is ready for the long trip to the frigid Arctic. Captain Pavel Akimovich Ponomarev is on the bridge; he is an experienced sailor who has been at sea for some 48 years. He sets the handles of the remote control unit controlling the electric propelling engines, to a few and then to the maximum number of revolutions, and the gigantic vessel, with a displacement of 16,000 tons, gradually gathering speed, sails for the ice wastes.

The navigator, Aleksandr Chupyra, quickly takes a bearing and plots it. Peering through his binoculars, Chupyra examines an approaching vessel. Then reports the captain: "We are being greeted by the British vessel 'Goodwood.'"

The sailors saw the British flag on the approaching vessel, which was heading for Murmansk, start to come down in a salute to the initiator of peaceful atomic navigation.

The cold breath of the Arctic is felt more with every mile. The mechanism and the equipment obediently respond to the captain's commands.

"Sailing on such an ice-breaker one does not give much thought to fuel," says the captain. "We spend approximately 45 grams of atomic fuel every 24 hours, which would fit into a matchbox. Our full supply of fuel will last us for several voyages around the world. It will be especially interesting to use the new power system in the Arctic. The expanses there are vast with very few supply bases. Ordinary ice-breakers are forced to spend much valuable time for refueling. There are cases where these vessels become ice locked after running out of fuel."

The vessel was heading northeast between the island of Novaya



Zemlya and the Franz Joseph archipelago--into the kingdom of real Arctic ice. At first scattered ice was encountered and then the continuous ice fields. Arctic ice could not withstand the onslaught of the atomic giant. The ice cracked and parted before it. The cracks sometimes widened to tens and hundreds of meters in a grotesque broken line. The atomic flagship "plowed" the virgin ice land with ease. It did not reduce speed even when going through ice that was a meter and a half thick, which the ordinary ice-breakers are incapable of doing.

Large footprints were visible on some of the pieces of ice covered with snow. Polar bears passed over them. And here is the four-footed inhabitant of the Arctic himself. Seeing the unexpected guests he turned to flight.

A wide channel is forming behind the ship.

D.D. Maksutov, chief engineer of the Arctic and Antarctic Scientific Research Institute remarks that such a channel is wide enough to allow any present day vessel to sail behind the ice-breaker.

Thicker ice is seen ahead along the course of the atomic vessel. The captain issues the necessary orders.

"Increase the power of the reactor!" orders V.V. Karateyev, the officer on watch at the power and radiation station.

The chief engineer-operator A.A. Istomin increases the power of the "atomic boiler." With a single twist of the lever the engineer brought into action a complex system for the automatic regulation of the chain reaction. The vessel gained additional power, necessary to surmount the heavy ice.

Igor Istomin is one of those who received a new specialty in the navy, which came about with the advent of atomic technology. Istomin was formerly an aircraft mechanic, a gunner-radio operator, fought against the Hitlerite aggressors and participated in the battles for Berlin. Before becoming a chief engineer-operator and master of the vessel's atomic power, he studied extensively, graduated from the Department of Physics of the Moscow State University and worked at the scientific research institute at the first atomic electric power plant. At the present time he is a very good specialist and participates in scientific experiments on nuclear reactors.

The energy from the reactors goes to the turbogenerators, and, after becoming transformed into electricity, provides the vessel with propulsion, as well as light and heat for all of the 928 compartments and section. The young crew on watch headed by Yevgeniy Prostoserdov is controlling the turbogenerators in the first engine section. Yevgeniy's helpers are machinists-komsomol members Nikolay Anisimov, and Lev Kanareykin; they are naval reservists. Nikolay Asimov formerly served on vessels of the Northern Fleet and Lev Kanarkeykin sailed on the Baltic Sea. The service provided them with an excellent profession, taught them neatness and discipline; it also inculcated a love for technology and for the sea in them. After they were discharged into the reserves they decided not to break with the sea and are now atomic-seamen.

"Switch on the turbo-condenser pump," orders the mechanic on watch.

"Aye aye, switch on the pump," answers Anisimov over the telephone and quickly complies with the order.

The energy from the engine section now travels by wire--as high tension electric power--to the main propulsion engines. The ice-breaker has three of them; the middle one, unique to shipbuilding, is 19,600 horsepower and two side engines 9,800 horsepower each. Aleksey Pushkin, a komsomol member, is now standing watch in the side engine section. He is an electrician first class. His service in the navy also reflects favorably on his work. The sailor works with accuracy and attentiveness. His section is in a splendid condition--the powerful engines unfailingly turn the propellers both in clear water and under ice.

"All the sailors are striving to work as well as possible," says Pushkin. "We are attempting to earn the title of a crew of communist labor, and that involves a lot."

After the watch we again met this modest, friendly sailor. Aleksey Pushkin was sitting on deck by an easel engrossed in painting an Arctic winter landscape.

Twice we heard the roar of a motor in the frosty sky. That was M.V. Strekalovskiy, chief of ice operations of the Murmansk Arctic Steamship Company, who came by airplane. After talking to the captain via radiotelephone, the pilot dropped a pennant with a plan of the ice conditions. The pennant fell on board the vessel. A session of the atomic vessel's "ice staff" started right after that, where the current practical questions pertaining to the expedition were resolved.

It became time to conduct scientific observations on the ice. The ship stopped. Equipment is unloaded on the ice. Yuriy Nazintsev, a young scientist, sawed off a "lump" of ice one ton in weight. This block of ice was hoisted aboard by the ship's crane, where the scientists will analyze the physical-mechanical properties of the ice.

The motor-driven drill plunges into the ice with a very loud roar. An underwater television transmitter, an "electronic eye," is lowered through the holes by engineer D. G. Filimonov and technician A. F. Pimenov. Soon after that in one of the compartments on board, the seamen and scientists saw the underwater section of the vessel, which was covered with a layer of ice, on the blue screen. All this was then photographed by means of an underwater camera lowered through the same holes in the ice.

It is a pleasure to go up on deck after a four-hour watch and breathe the frosty air, or, perhaps, to take a stroll on skis. The atomic-specialists of the central compartment are preparing to take just such a walk.

The atomic vessel piloted many ships through the Arctic ice during the navigation year, the second year of the Seven-Year Plan. After the navigation year it participated in piloting a large convoy, consisting of 40 vessels. On more than one occasion it freed other

ice-breakers from the icy prison, including the "grandfather" of the ice-breaker fleet—the "Yermak."

The ice-breaker Lenin rightfully became the flagship of the Soviet Arctic fleet. This ice-breaker, however, according to a graphic statement made by N. S. Krushchev has another high designation: it will pave the way to the hearts and minds of the peoples, calling on them to complete a turn from the competition among countries in the arms race to a competition in the utilization of atomic energy for the benefit of humanity.

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END

## TURBINE MACHINISTS

Following is the translation of an article by Captain 3d Rank V. Voronetskiy in Voyennyye Znaniya, No. 12, Moscow, December 1960, pages 23-24.

Plunging headlong into the waves the vessel was moving rapidly ahead. The ship's crew received an assignment to destroy an "enemy" submarine, and everyone was not intent on fulfilling that assignment under any circumstances.

The commander of the vessel called on the sailors to be vigilant on watch and to get the maximum use out of technology. He referred particularly to the machinists. Success in "combat" depended to a great degree on coordination and efficiency of their work of skillfully servicing the main engines. It was possible to overtake the "enemy" submarine only at maximum speed.

It is hot and stifling in the engine compartment. The noise of the engines muffles the voices. The pitching tosses people from side to side. It is necessary to be not only a skillful specialist but also to be capable of endurance, in order to be able to service the machinery and to conserve one's strength under stormy conditions. Who knows how long it will be necessary to remain at sea, or what the circumstances will be?

Vladimir Karmanov, a senior seaman, is at the main turbine reducing gear unit. He attentively watches the equipment to prevent the bearings from overheating. Each machine and piece of equipment must be under constant surveillance.

During a very recent voyage when the vessel was travelling at full speed, Karmanov noticed a barely perceptible vibration of a coupling in the turbine oil pump. After examining the mechanism the sailor saw that one of the nuts was loose and became displaced. If the sailor had failed to notice it the supply of oil to the main engine could have been cut off.

Today, however, the units are working like clockwork.

Soon the sonar personnel discover the "enemy submarine. The attack begins. Orders changing the vessel's course are coming in from the bridge continuously. During these decisive minutes particular alertness and precise action is required of the turbine machinists. Senior seamen Karmanov, Medyakovskiy, Leont'yev and other sailors did not take their eyes off the instruments, and made the necessary

adjustments in time.

The vessel plowed through the ocean all day and conducted several training attacks.

Towards evening the crew received happy news: the mission was completed in an outstanding manner. The sailors worked very well on this cruise. Among those who distinguished themselves were those who stood watch in the very "heart" of the ship in the engine compartment --the turbine machinists.

A modern ship is full of all types of machinery, units and instruments. Each one of them has a specific purpose. Some of them move the gun turrets and the torpedo apparatus, others rotate the antennas of the radio locator and some of them turn the rudder; of particular importance are those that propel the ship. On submarines this is accomplished with diesels and electric engines, on large surface vessels steam turbine installations are used. The latter consist of two parts: boilers and steam turbines. They form the main machinery of the vessel.

Steam turbine installations appeared on ships at the end of the last century and were put to extensive use in this field. This is explained by the fact that they provide considerable power, are relatively light and provide a comparatively high coefficient of usefulness. The principle of operation of steam turbine installations is simple. The steam generated by the boilers is forced into the turbine and puts it in motion. The turbine is connected to the propeller shaft through a special reducing gear assembly and rotates it. The main turbine with the reducing gears is called a turbine-gear unit. There are several of them on the larger ships. Each turbine-gear unit is usually installed in a separate compartment, which is called the engine compartment. In addition to the main unit there are many other machines and instruments that ensure a proper operation of the turbine--the circulation, oil and other pumps, the cooling systems, oil separator, evaporator and the ventilation unit.

Special small units of turbine machinists are found on every vessel for servicing this machinery and equipment.

This specialty is considered to be a responsible and respected one in the navy. In order to be able to handle his duties well the turbine machinist must study the machinery under his jurisdiction in minute detail; he must be familiar with the construction of the turbines, of the auxiliary machinery and of the instruments as well as the rules for operating them. He must remember the typical breakdowns that may occur and methods of repair. It is necessary that he know how to repair the machinery while under way, and if necessary to overhaul it.

The basic knowledge in this specialty is acquired by turbine machinists at the naval training units. There they study the structure of the turbines, various pumps and other machinery and learn to service them. The more a young sailor applies himself at the training unit the easier it will be for him on board ship, and he will be able to prepare himself for independent handling of the equipment under his jurisdiction that much faster and better, which is the most important

thing that a young specialist should strive for. But regardless of how profound and thorough the training of the turbine machinists, their real training begins on board ship. They, as well as other specialists are allowed a month's time to study the equipment in their jurisdiction, as well as the organization of the work, and the way of life. Only after the expiration of that term and a special examination, the young machinist is permitted to handle the machinery by himself.

During shipboard training the turbine machinists acquire practical experience in the handling and care of the machinery and instruments through prolonged and continuous training. A combat situation always abounds in moments when success is assured only through fast action and an ability to operate the machinery under the most adverse conditions: in darkness, and with damage to certain parts. Therefore the turbine machinist must perfect each of his movements in the operation of the control mechanisms to a point where they become automatic. When the seaman standing watch by the maneuvering valve receives an order for "full ahead" he does not have time to think about what has to be done. He must immediately move the handle of the engine telegraph, confirming the order and right after that turn the flywheel in order to assure the proper number of revolutions.

Many examples from the combat history of our navy serve to illustrate how important it is for a turbine machinist to know his duties to perfection. Here is one of them: During the Great Patriotic War the cruiser "Krasnyy Kavkaz" sustained damage in combat. As the result of an exploding enemy bomb the lights in the engine compartment went out. At the same time an order came from the bridge to increase speed. Working in total darkness seamen Romanenko, Krasikov, Khorun and others were rapidly finding the proper valves and control wheels, manipulated them in the proper manner and assured the correct course for the vessel. Soon after that the cruiser's machinists were forced to undergo another test. A pump valve became detached in the waste steam section. The situation demanded that this be repaired while the ship remained under way. Petty Officer 1st Class Semiryazhko and seaman Krasikov began reinstalling the valve without a decrease in the steam pressure and without stopping the pump. Due to the skill, resourcefulness and selflessness of the turbine machinists, the ship did not lose speed and successfully fulfilled its important mission.

Here are some examples of outstanding deeds of the turbine machinists during the peacetime training of the sailors.

At one time a vessel was engaged in artillery fire. The jolts were felt in the engine compartment. The first, second, third one.... The artillerymen were firing at the "enemy." Duvin, a young sailor who was servicing the circulation pump, kept his eyes glued to the instruments. Suddenly his young face, flushed from the heat, turned pale: the tachometer needle was rapidly moving towards zero. A swarm of thought flashed through his mind. It was necessary to act fast and decisively. The least delay, error or indecision could affect the successful completion of the mission. The sailor then saw the valve.



Yes, so it is. There was the cause of the trouble. Subsequent actions of seaman Duvin differed little from those of an experienced sailor under similar circumstances. With a turn of the flywheel he quickly cocked the spring and replaced the valve to its former position. The tachometer needle started to creep back up. The sailor heaved a sigh of relief: the deficiency was corrected. Now he felt a sharp pain in the palms of his hands. When making the repairs, Duvin did not get a chance to put on his protective mittens, and his scalded palms were now rapidly turning red. Surmounting the pain he continued to stand watch. In handling the machinery on his own for the first time the sailor managed all his duties in a splendid manner, and not only managed his duties, but showed resourcefulness and real courage. This was brought about by determined training, and studies under more experienced specialists.

In order to be able to act fast and decisively on watch, without hesitation, the sailors are carefully trained. From the very first day of service the specialist is trained to conduct each action in the handling of the machinery in a rational manner, to understand just why something is done specifically in the prescribed way. It is possible that in combat or during training a situation may arise where it will become necessary to make a decision without waiting for orders, and for that thorough knowledge is necessary, as well as a profound understanding of what the consequence of any one action at a battle station will be.

Once a valve closed automatically at specialist Savoskin's battle station. Every second of delay could lead to unpleasant consequences. It was necessary to determine the cause of this deficiency and to act immediately. Savoskin understood what had happened right away. Without waiting for orders he brought the valve back to its operating position in a few seconds. Due to the speed with which that deficiency was eliminated, the ship did not lose any speed.

It is very important that the turbine machinists comply with the proper servicing requirements for the machinery, just as it is for any ship's specialist. Neglect of these requirements will not lead to any good. Here is one example: In preparing the equipment under his control for a voyage--the evaporator installation--seaman Ivanov failed to check the blower system of the evaporator housing, as required by the instructions. He was satisfied with an inspection on the eve of departure. Meanwhile another sailor, engaged in a training exercise, switched on the blower system. Ivanov's non-compliance with instructions resulted in the clogging of the evaporators a few hours after sailing. It was necessary to clear them. Many tons of boiler feed water, in the preparation of which a considerable amount of fuel was burned, had to be used for a purpose other than what it was intended for.

An outstanding knowledge of technology, a high degree of discipline, resourcefulness, speed and endurance in surmounting the difficulties of life at sea--those are the qualities that every turbine



machinist should have. Those who decided to acquire this naval specialty have to prepare themselves in a determined manner for any eventuality that may be encountered in handling the main engines of a ship. Experience indicates that sailors who are best able to handle their duties have even before joining the service, participated in various circles of the DOSAAF (Dobrovol'noye Obshchestvo Sodeystviya Armii, Aviatsii i Flotu--Voluntary Society for Cooperation with the Army, Aviation, and the Fleet), studied the military-naval field in a persistent manner, familiarized themselves with technology, and have experience in the steam fitting skills.

## INVITING LIGHTS

Following is the translation of an article by  
Lt. Col. N. Fedotov in Krasnaya Zvezda, No. 62,  
Moscow, 14 March 1961, page 3.

### At a "Remote" Naval Settlement.

The hills were still in a somber silence. Their slopes covered with snow were tinted pink by the setting arctic sun. This soft, pale-pink light was somehow out of place in this isolated, wild environment but somehow beautiful in its own way. The scattered, low birch trees that receive little sunshine even during the summer, the ice covered lakes, the coldness of the bare rocks all underlined the peculiar nature of the area.

The road, surrounded by the low hills, abruptly brought our car to a small settlement on the edge of the bay. A straight row of houses appeared suddenly. Later I found out that these houses contain well-designed flats with central heating and plumbing. One did not suppose that all this could be found in such a "remote" settlement. But that is all so. The builders showed extensive concern for those who are here on difficult naval duty.

At the examining post I inquired about how to get in touch with the director of the political department. True, I did not entertain much hope that a meeting could materialize since it was already late, and after the "work-time."

An amateur artistic performance is beginning right now at the club, I was told by the officer on duty; the director of the political department is there.

The concert was in full swing. The performers were showing unusual mastery. Songs, dances and musical numbers had a vividly expressed nautical content.

The master of ceremonies announced the next act and named the performer. An officer whom I knew appeared on the stage. I had occasion to meet him before. I knew that at the present time he was a director of the political department of the submarine command. But I did not expect to see him as a participant in an amateur artistic performance. Andrey Nikolayevich gave a sensitive reading of some

poems by K. Simonov, which sang the praises of the glory and nobility of the Russian man and the staunchness of the Soviet people in their struggle against the enemy. The audience applauded him tumultuously, in a sincere manner, just as they did the other participants of this remarkable concert.

It is not so easy to create conditions, far from a cultural center where the personnel could rest, engage in purposeful activities and shed the fatigue of difficult sea voyages. Still they were able to create these conditions here. Amateur concerts, evenings of rest, meetings with veteran submariners, youth debates, discussion of movies ---it is impossible to enumerate all of the activities. On Sundays you are certain to see lovers of under-ice fishing on the lakes; you will also hear jokes about Moscow fishermen who have never even heard of such catches. Here one will also meet the director of the political department as well.

After the concert I had an opportunity to chat briefly with him. He stated, not without pride, that at the present time there is an individual amateur artistic group on almost every submarine. The unit commander and the political department attribute much significance to it.

It seemed that if people were able to use their leisure hours so well, they must certainly also work well. There is certainly an association between the two. The threads tying these two are clearly seen by the leading workers of the command. I became convinced of this after the director of the political department recommended that I meet some of the personnel on the submarine, where the deputy commander of the political section is Captain 3rd Rank Pavel Mikhailovich Arkhipov. The crew of this vessel is one of those beacons of light in the command that serves as a guiding light to others.

#### Point of Support.

Hugging the pier the submarines were lined up one next to the other. The bay shielded their cold steel bodies from the fierce ocean waves, as if giving them a chance to gather strength for new cruises.

Every one of the crews on these boats has something peculiar that is an individual characteristic of each one of them. These individual characteristics depend to a great degree on those who head the collective, guide the personnel and lend a certain quality and rhythm to their work.

The many different varieties of problems promulgated by life sometimes overcome an officer and then the thread of leadership breaks and organizational work begins to limp. Not to get into a rut, not to overlook important things---that requires skill. The crew on the submarine which we will be discussing, is one of the most progressive crews in the command. The commander, his deputy for political affairs and the party organization have managed to organize the entire matter of training the submariners well.

... A humorous and at the same time a sad incident which occurred on one of the cruises, is frequently recalled on the submarine. At the start of a regular exercise, the commander gave an order to submerge. It seemed that everyone was working at top efficiency. But after a period of time the boat still did not submerge. The commander became concerned. The machinist checked with the sailor who was operating the pump that admitted water into the ballast tank. The sailor reported that the pump was admitting the proper number of tons. Then what was the matter?

The mechanic decided to check the operation of the pump himself. At first glance everything seemed to be in order. But his experienced eye did not fail to notice one important detail: the valves of the pump were switched on incorrectly.

Your pump is pumping water from one side of the boat to the other, the mechanic said to the seaman in a strict manner; it is your fault that the boat failed to submerge.

The error was found and eliminated. The guilty party did not remain in the shadows either. A field pamphlet appeared on the boat. It contained a cartoon of an ill-starred sailor vainly trying to pump water from one ocean into another. The satirical drawing naturally caused jokes at the expense of the sailor. But this incident made everyone more alert. The commander reminded everyone that inattentiveness which was shown by the sailor is a manifestation of poor discipline. The mistake of one, the communists were saying in their talks with the submariners, may bring about the failure of a training exercise, and under combat conditions any mistake leads to serious consequences.

Breaches of discipline may be different in nature and in results. But all violations, be they insignificant or outstanding are absolutely untenable in a military collective. A person is valuable as a warrior only if he firmly knows and strictly observes the laws and regulations of military life, if he likes order and never deviates a step from it. These are the qualities that the boat's commander aspires to inculcate in his subordinates. The demanding officer, who is sensitive and attentive to people, managed to bring into play all the controls that permit the maintenance of a strict military order on the boat. Experience and practice told him very much. Here are some examples.

The commander considers that a sailor guilty of disturbing the order should not be punished the same day. This became a rule here, which is followed by both officers and the petty officers. There is a good saying among the people which goes like this: "Great haste brings laughter." Therefore before bringing the culprit to task, the officers and petty officers attempt to determine the reasons for the violation and to weigh all evidence. Such an approach eliminates an unreasonable, incorrect decision; it allows the commander and the party organization to undertake the necessary precautionary measures.

The commander adheres to other points as well: the sailor is usually reprimanded in formation. This is supplemented by a very

effective detail. Each time a reprimand is necessary (and such instances are very rare), encouragement to the outstanding seamen is given first --and there are many of them on board. This method speaks for itself.

Not all crew quarters include something that exists in this crew. I was shown a stand containing materials devoted to life on the submarine. A small piece of paper attracted my attention. This time it contained the information that seaman Silkin was punished by the commander for a breach of service regulations.

This is done each time punishment is exacted, we were told by the commander. Sometimes there is considerable commotion around the stand. The sailors take to heart every blunder made by their comrades, and not only strictly reprimand them for their behavior, but also aspire to help them improve. It was a different matter formerly....

The Captain 3d Rank approached the table and took a cigarette. He was apparently carried away by memories. He began to talk of his early work on this boat, about how at the last party conference of the communist unit on board they were very critical. It was necessary to determine the reasons for the deficiencies and to eliminate them. The director of the political department then came to his aid. The commander frankly confessed to him his failures and said that he is trying to be demanding in everything; however, matters do not seem to improve.

The level of demand by the commander must never be slackened, advised the director of the political department, but alone it is impossible to achieve very much. You have good assistants--communists, komsomol members, and servicemen who have been in the navy for a long time; their role up until now has not been felt strongly enough, and that is your fault.

The experienced political worker saw things that the commander himself sometimes failed to note. Andrey Nikolayevich started a long talk about an officer's skill in relying on the party organization; he told of the experience acquired by progressive commanders and gave many sensible recommendations. The advice of the senior comrade, his constant attention to that boat allowed the commander to quickly pick out the weak points.

An elimination of disciplinary violations means an assurance of a high index of combat readiness. This became a motto under which the commander's activities as well as those of his deputy in political affairs and of all communists took place. They brought into play the entire gamut of forms and methods of political-educational work.

The submariners were attentively listening to a talk on the new military regulations given by a member of the party, comrade Mordvinov. A large audience gathered to hear readings from Lenin, which was devoted to V. I. Lenin's statements on the subject of military discipline. The reader was communist comrade Porkhunov who was delegated by the party organization. Conferences with petty officers regarding their role in maintaining strict adherence to service regulations were initiated on board. Problems associated with discipline are discussed at party and komsomol meetings. A noticeable role in the struggle for a strong

discipline was now delegated to a well organized party system of information which aids in forestalling actions, and prevents people from taking an improper step.

There have been no rude violations of military discipline on the boat for quite a period of time. The so-called minor blunders are now also quite rare. Here is what is really notable: the concern for maintaining discipline not only does not slacken but, quite on the contrary, becomes more intense. The aspiration to maintain still better order is becoming stronger among the personnel. An atmosphere of mutual demand tightens the discipline among sailors and makes a closely knit unit out of them.

A person who finds himself in an environment where everything is simple and strict, where everything is in its right place and there is nothing superfluous acts accordingly. The environment itself prompts him to neatness. Something like that is observed in the conduct of the members of the submarine crew. A strong discipline, an undiminished attention to problems pertaining to its further and still greater consolidation, are for them a peculiar point of support, which permits a more confident progress and a more successful resolution of the tasks associated with combat readiness.

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INVITING LIGHTS  
(Continuation)

Following is the translation of an article by Lt.  
Col. N. Fedotov in Krasnaya Zvezda, No. 63,  
Moscow, 15 March 1961, page 3.

The Creative Vein.

The frequent emergency dives, and prolonged underwater cruises are a test of human endurance. They were thirsty for a breath of fresh air, which was in abundance up above, but here on the boat there was not enough of it. Fatigue made itself felt more and more.

In the morning the commander addressed the crew by radio. He thanked them for their service and warmly congratulated them with the first anniversary since the commissioning of the vessel. According to tradition the submariners observe that date each year. This time--in the open ocean. In the meantime the circumstances changed abruptly, and the commander was forced to shift the festivities to the second half of the day.

After the exercise was completed, the submariners gathered at the holiday mess table. They were just finishing their evening tea. Suddenly a female voice was heard in the various compartments over the loudspeakers. It said: "I congratulate you, Borya, and all the submariners on the occasion of the shipboard holiday and wish all of you a happy voyage...."

What is this? The sailors were bewildered. That is the voice of the commander's wife! How did she turn up on the boat? The sailors were mystified when the woman's voice was replaced with children's voices. The people were exchanging inquisitive glances, and involuntarily shifted their eyes from the commander to his deputy in political affairs.

Don't keep us in suspense, Pavel Mikhaylovich; tell us about your "mystery of the political worker," the commander asked Arkhipov.

At that instant a voice was heard coming from the loudspeaker in a musical greeting to the commander. The melody of his favorite song could be heard. After that the wives and children of the other submariners spoke and extended their greetings, wishes of success and also expressed their musical greetings.

"The secret of the political worker" was gradually revealed.



Everything turned out to be very simple! Before the voyage Pavel Mikhaylovich visited the submariners' families along with communist Neznamov and tape recorded all that was now being heard so far from home. This was really quite a surprise, the preparation of which no one suspected. The crew was very pleased, and were very thankful to the political worker for his sensitivity, which warmed their hearts. Vitality and a feeling of elation was felt by everyone. It seemed as if a breath of fresh air penetrated into the boat.

The efforts of the commander's deputy in political affairs is never lost without a trace, if they are based on a sincere desire to help a person, if it is permeated with a truly party concern about the person. It is only necessary to come into spiritual contact with those who are being educated. The search for such closeness takes the political worker along a path of creativity, awakens initiative and increases responsibility.

Perhaps these qualities have not yet become fully developed in the case of Captain 3d Rank Arkhipov. But one thing is indisputable --he is a person with a creative vein, and its constant pulsation guides his actions. They contain much that is of interest not only in form. He considers content to be of primary importance; he always searches for something that would correspond to the environment, to the tasks delegated to the ship and would reflect the current life of the crew.

During one of the cruises Arkhipov had occasion to please the sailors with a performance by the amateur artistic collective of the submarine. The compartments served as an auditorium, and the participants themselves performed before microphones. They could not be seen, but they were heard well. The audience was attracted by each performer, but a particular impression was made by the popular verses on local themes. They had something good to say about those who stood a good watch, and all those needing improvement were severely ridiculed with satire.

Corrective measures are determined according to the nature of the mistake. Once during the course of a cruise officer Grigolyun was found guilty of carelessness in the fulfillment of his duties. Arkhipov conferred with the commander and with the secretary of the party organization. Grigolyun is a communist; therefore it was decided to discuss this incident at a party meeting, which also took place during the cruise. The communists showed profound concern. They had a demanding attitude towards their comrade. Truth, spoken by friends no matter how bitter, never spoils relationships. A fresh breeze of criticism helped not only Grigolyun. Combat training continued in an even more organized manner. The submariners handled training exercise in an excellent manner.

On more than one occasion I heard kind words about Arkhipov at the headquarters. The unit commander also spoke highly of him at the party conference. Arkhipov actually came to the boat only a short time ago. But he has already been noticed, because of his loving attitude towards the education of the personnel. This attitude is

felt at every step; it is manifested in his aspiration to have an active influence on the conscience of the sailors, to awaken their minds and to bring about a desire to serve better.

It would seem that anyone would know how to open a komsomol meeting for the purpose of hearing reports and conducting elections. Arkhipov knew that also. But he wanted to bring out something new, to help the secretary of the komsomol bureau to intensify the educational role of the meeting. It was necessary to devote some thought to that. An interesting solution was found: before the beginning of the meeting the young people were shown a visual newspaper with sound, devoted to the heroic path of the Lenin komsomol. That newspaper was prepared with the assistance of Arkhipov. It somehow, right away managed to set a businesslike mood among the young people, and the discussions at the meeting were more purposeful and down to earth than before.

Arkhipov's sensitivity to people never leaves him. It is manifested in a closeness to them and in an ability to understand their feelings and thoughts.

The war deprived komsomol member Viktor Rogachikov of his parents. This great irreparable misfortune is still strongly felt by the young man. On the day of his birthday Pavel Mikhaylovich was one of the first to congratulate the sailor, and then said: I invite you to my home for a visit. Together with the family we will celebrate your birthday. No need to be embarrassed, Arkhipov added cheerfully, after noticing the sailor's confusion.

Arkhipov's wife, Yuliya Mikhaylova and his daughter Lenchka cheerfully met the sailor. The boat's commander also came to the party. It is not necessary to say how much at home Viktor Rogachikov felt in the atmosphere of warmth, created by the political worker.

#### The Original and a Copy.

The light of glory shines on the successes attained by the crew of this submarine. But it is not alone. There are ships here whose attainments in certain indices are even higher.

Those are our luminaries, the director of the political department was sharing his views; they not only call on the others to forge ahead, but show in practice how to attain great successes. That is the value of their experience.

He talked of the outstanding submariners, of their mastery, of the progressive commanders and political workers, of their mastery in training and educating the personnel. The conversation, of course, also touched on those sub-units whose indices could stand considerable improvement. They were discussed in detail at the recent party conference of the command. The delegates asked a direct question: that what is attainable for a single or a group of ships must be made everyone's property. Who does that depend on? First of all on the headquarters and the political department of the command. An emphasis on the study and an active, creative implementation of progressive

experience must receive progressively more emphasis.

The workers at the headquarters and the political department aspire to find the most flexible forms for propagandizing the successes attained by the progressive workers. Recently, for example, the director of the political department worked on a submarine where the secretary of the political organization was comrade Lyabchuk. There were cases where military discipline was breached. There was of course no effort involved for the director of the political department to give general advice on how to eliminate the deficiencies. But he took another course. In conversations with the commander and with the commander's deputy in political affairs as well as with officers and petty officers of the vessel, Andrey Nikolayevich spoke of the positive experience gained in the consolidation of discipline on the boat, where the secretary of the party organization is comrade Rogachev. Much of what the director of the political department talked about was successfully utilized and brought about good results.

Training on the basis of specific examples is the most effective. This rule is followed by other workers in the political department. The senior instructor in organizational-party work recently conducted several interesting talks with the party activists regarding the positive experience in the organization of socialist competition. Attention to this matter is quite understandable. The personnel assumed great obligations and organized a struggle for their fulfillment in honor of the 22d Congress of the Party. At the present time it is very important not to permit a repetition of former mistakes, when people were generous on promises and had a tendency to forget them. Some of the crews have in the past made promises to bring their boats into the superior class, but did not keep their word.

The communists in the command are making the proper conclusions from the January Plenum of the Central Committee of the CPSU. This time the submariners approached their obligations with a considerable sense of responsibility. Special attention was now devoted to publicizing the competition and to comparing the results. This is the positive experience that is propagandized by the headquarters and the political department workers.

Such operational forms for the propaganda of positive experience are developed here as an exchange of visits among the ships, discussions between the commanders and the political workers about their practice in the education and training of the sailors. These methods have still not received full "citizenship" rights. The attachment to such "fundamental" firms as reports on positive experience at meetings attended by many people, at various conferences and meetings. A tremendous amount of time is spent for the preparation of these reports. Sometimes entire months pass before summarized material on some subject becomes available. Quite frequently it loses its urgency and interest in it diminishes, and such material is then condemned to storage in safes and becomes dead ballast.

Certain reports have another typical deficiency: they are too schematic, the positive experience is presented in an oversimplified form, its essence is lost. By way of an illustration let us quote from one of the reports which talked of the experience gained by the party-political work on a submarine where comrade Arkhipov was the political worker. We quote: "Ideological work is well organized in the party organization. Lectures are regularly read there, discussions are held, evening devoted to a certain theme are organized, readings from Lenin are held and wall newspapers are published...." "The party organization conducts daily control of the komsomol...." "Problems pertaining to socialist competition occupy the center of attention of the party organization, which is conducive to a successful resolution of tasks confronting the vessel...." and so on.

Such is the copy. It is only remotely reminiscent of the original. What may be gained from this by the other commanders, political workers, as well as by the secretaries of the party organizations? Apparently nothing. One comes to the conclusion that the attitude here towards progressive experience which was born in hard labor is rather flippant.

It is not by coincidence that at the party meetings devoted to reports and elections many communists including comrades Loshkarev, Stolov and others sharply criticized the headquarters and political department workers for the fact that they devote insufficient time in generalizing and disseminating the experience gained by the best people in the command and of the experience acquired by political-educational work of the leading ships.

Such criticism is correct, said the director of the political department as I was getting ready to leave. It is not necessary to say that the light from our beacons still sometimes remains distant despite the fact that it appears close. Do you remember what V. Korolenko said: "The light remained always ahead, shimmering and inviting." This is our fault, even though we know that these inviting lights have a great power of attraction.

Inviting lights ... there is something outstanding and significant in these words. That is why we wanted to title this collection of letters from the submarine command with those words.

ALWAYS AND IN EVERYTHING, ACCORDING TO REGULATIONS

Following is the translation of an article by  
Capt. 1st Rank G. Kitskiy in Krasnaya Zvezda,  
No. 70, Moscow, 23 March 1961, page 2. /

Quite some time has passed since the new regulations became effective on vessels and at the various units of the fleet--our military laws which regulate training, the daily life and all the activities of vessels and sub-units under the present day conditions. Considerable work was done throughout so that members of the fleet would understand fully how important this issue of the new regulations is, and how great their role is for the further increase of combat readiness of the Soviet Armed Forces as a whole and of each vessel and unit individually.

After that a concrete and profound study of the regulations was started and they were implemented into life. A certain period of time was naturally required, a transition period, so that the organization of the service and that of the personal life of the personnel could become transformed in accordance with the new requirements. This period is now past. It has long since been time to start talking of practical results. I recently had occasion to become interested in this matter on board many vessels and in many units of the fleet. I would like to share my observations.

The ships are moored. It is possible to judge whether the regulations are being fully observed on board by their external appearance, by certain signs that become visible even to an inattentive glance. As we were approaching the vessel, which is commanded by Captain-Lieutenant Zaytsev, we involuntarily found ourselves admiring the bearing of the sailor on watch by the ensign, and the cleanliness of the gun covers. The duty officer who met us acted as prescribed in such cases. The sailors and petty officers who were on the top deck were dressed neatly in the proper uniforms.

One immediately got the impression that the organization of the service is probably well adjusted here. This first impression was substantiated further after a more thorough acquaintance with the life of the crew. The regulations are strictly observed here. This is particularly true in the scheduling of the work day and in the

requirements for care and maintenance of equipment and weapons as well as cleanliness in the various compartments. We saw how training started at precisely the scheduled time, and how every minute during that period was productively used. The training was skilfully planned and prepared ahead of time in all respects. Everyone was notified. During the hours set aside for combat training no one was loitering. Life on board ship was well regulated and precise.

It is understandable that good order did not become established on board by itself. It is the result of extensive efforts by the commander and by the party and komsomol organizations which actively assisted him. Much has been done and is being done for propagandizing the service regulations. The personnel were given lectures and reports regarding the significance of the regulations, discussions were held, devoted especially to the explanation of the individual, new formulated service regulations. Various aspects of the regulations are widely reflected in graphically presented agitation. All this is combined with extensive organizational work, directed at developing a habit among the personnel to live according to regulations and to always comply with them. The most important factor here, of course, is the high requirements. An important role was performed by the regularly conducted inspections and reviews on the vessel as well as demonstrations for the petty officers in the compliance with daily schedules.

The highly organized nature of service on the vessel permits the crew, commanded by Captain-Lieutenant Zaitsev, to successfully resolve the tasks confronting it. This is understandable. The strict discipline and precise order in all of the teams of the ship's company assure a more productive utilization of the training time, and leave no room for lassitude which could lead to a lag in both duty and training.

Since we began with external impression, we shall permit ourselves to speak of the following. In the line of duty we visited a shore-based sub-unit which is commanded by Officer Martakov. It is a pleasure to walk through the area occupied by this sub-unit. Everything there is in its right place; it is clean throughout. Irreproachable order prevails in the buildings as well. The barracks occupied by this sub-unit could serve as an example of how the regulations on routine garrison duty pertaining to the living conditions of the personnel should be properly applied. One wants to prolong his stay in such barracks. People there feel that someone is concerned about them everywhere they turn. The environment in such barracks trains the sailors and petty officers in a spirit of observing the regulation order.

During all of the time we spent with that sub-unit we were thinking about what an intensive degree of agitation for the regulations is evident in everything that was accomplished here. Every sailor and petty officer becomes personally convinced that compliance with regulations is necessary for their own welfare. Through life they learn to understand the reason behind everything that is incorporated in the regulations.



One involuntarily remembers M. V. Frunze's words regarding the appearance of a Soviet barrack. He pointed out that the barracks must be such that the Red Army man could live there without feeling homesick. A profound thought! If a soldier or a sailor does not feel homesick he will be able to devote his entire attention to combat training; one could then be certain of a high morale. Officer Martakov understands well the end results yielded by proper concern for the welfare and the necessary order in living and working quarters of the sub-unit under his command.

It is possible to read a number of lectures, to conduct a series of discussions regarding the need to comply with the regulations, but all this will fail to leave an impression if the soldier or sailor or a petty officer see how the regulations are occasionally violated in their everyday life. Such violations are most frequently encountered in the daily life of the personnel. In certain places this aspect is considered not to merit serious attention.

Here is the sub-unit commanded by Officer Zolatarev. It may not be said that the service regulations were not propagandized or studied here. But let us visualize the following situation. A lecture on the significance of the requirements set forth by the regulations on routine garrison duty is in process. The building where the lecture is given looked very inhospitable; some window panes are missing, and the door is broken. The people hear something that they do not see around themselves. Perhaps that is the reason why a number of those in attendance did not consider it necessary to dress as required; and, perhaps that is also the reason why the officer who read the lecture did not notice the uniform violations among his listeners?

This situation was cited by us from life. We ask then, what is the purpose of the lectures and discussions if the struggle for a strict observance of the service order is not carried out in practice? It is necessary to see the main points in any undertaking. The main points in this case consist of organizing the entire life of the sub-unit in accordance with the service regulations.

Special requirements regarding cleanliness and order in the daily life of the personnel exist on board the ships. Compliance with these requirements is here closely associated with everything that goes into a high degree of combat readiness of the crew. It is significant that the aspiration for cleanliness and order in the navy are considered traditional. There are still some individual vessels, however, where dirt is seen and other irregularities are observed.

We experienced a very unpleasant feeling on board one of the outpost vessels of the Pacific Fleet. Poorly maintained crew's quarters. Rags and dirty overalls were found around some of the battle stations. There was trash in areas that were not easily accessible and rust around some of the hatches. Emergency rescue equipment was stored in the boiler-engine room in an unauthorized manner. All this is simply surprising!

It is characteristic that the reasons for the deficiencies here



are similar to those that we pointed out earlier: discussions and lectures are held on the ship regarding the regulations, but there is no insistent organizational work. Regular and thorough inspections and reviews on board ship would accomplish a lot. But they were conducted in a haphazard manner, without a demand for sufficiently high standards from the personnel or a profound analysis of the omissions that were revealed.

The fact that the personnel on that vessel are not accustomed to follow the service regulations in all cases is illustrated also by the following episode. We were in need of a messenger. He approached us, heard the order and ... silently walked away. He did not answer "Aye, aye" as required according to the regulations, did not rush to comply with the order on the double. In addition to that we never did get a report from him that the order was executed.

It might be said that on other ships a lack of attention is also shown to such "minor" details as slipshod reports, not complying with an order on the double and so on. This, in turn, also serves as evidence of an insufficiently serious attitude towards routine training of the sailors. Certain officers do not really demand proper military bearing and a smart appearance from their subordinates. This could be substantiated with several examples. Let us refer to one of them. A column of sailors was marching along the streets of a small military city. They were marching out of step and many of them were dressed in an untidy manner. It appeared that Officer Tolstikov, who was in charge of the column, appeared not to notice anything. Such low standards are completely inadmissible.

The regulations contain nothing that may be ignored or not complied with. This, of course, is known to all the officers in the navy. But certain individuals lack the persistence and daily attention that is required in the practical compliance with all the service regulations without exception. To implement the regulations into life means very painstaking work in order to assure that there are no deviations from the regulations in combat training, in daily life and in everything else. No effort should be spared in attempting to attain this. As a result of them discipline will improve as well as the organization among the sailors; and they, as commonly known, are the basis for attaining a high degree of combat readiness on every vessel and subunit of the fleet.